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S E C R E T
SECURITY INFORMATION

50X1

COUNTRY	Poland	REPORT NO.	50X1
SUBJECT	Dzierzoniow: General Information and Installations	DATE DISTR.	31 Aug. 53
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DATE ACQUIRED		SUPPLEMENT TO REPORT NO.	
DATE OF INFORMATION	50X1		

THIS IS UNEVALUATED INFORMATION

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1. Dzierzoniow /N 50-43, E 16-39/ was a county town (Miasto powiatowe) situated in a hilly agricultural region, about 20 km. northeast of the Czechoslovak border, about eight kilometers northeast of the Owl Mountains (Gory Sowie /N 50-38, E 16-34/) and about 50 km. southwest of Wroclaw /N 51-06, E 17-02/. The layout of the town is shown in the attached memory sketch /Encl. A/. All dimensions are approximate.

2. Dzierzoniow was an industrial town, connected with the rest of the country by good highways and situated on a double-track railroad line which ran from Lignica /N 51-12, E 16-12/ to Katowice via Swidnica /N 50-51, E 16-30/ and Nisa /N 50-30, E 17-20/. The buildings were mostly of plastered brick and three to four stories tall; there were some frame houses in the suburbs. The town had electricity, gas, and an adequate water supply.

3. The old town hall in the center and the 50 to 100 meter-wide wooded strip surrounding the center of town were its landmarks. The streets were four to six meters wide and of asphalt or cobblestone. No more than about five per cent of the buildings in the town were destroyed during World War II. Up to November 1952 none of these had been rebuilt. There was no housing shortage, however.

4. About 60% of the inhabitants were Poles and the remainder Jews. The Poles came from all parts of pre-World War II Poland and settled there after 1945; the Jews were repatriated from the Soviet Union. In 1950, a few thousand Jews immigrated from Dzierzoniow to Israel. Jews

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occupied all the high positions in the town. In 1952 the mayor, the commanding officer of the UB, the Citizens' Militia, and almost all the directors of the factories were Jews. The Jewish population was concentrated, for the most part, around the town hall, but there were also some Jews in the rest of the town. They had their own butcher shops which sold kosher meat, and they spoke Yiddish in the streets; theater advertisements were sometimes in Yiddish. Although the Jews were not liked by the Poles, they were able to get along with each other.

5. Except for government officials who were employed in various county offices, the majority of the population worked in state-owned factories and enterprises. There were few people with university educations, such as doctors, engineers, and teachers. There were two Catholic churches in the town, one synagogue, and one Methodist chapel. The Catholic churches were always crowded. 50X1 the majority of the population was against the Communist regime. In 1950, there was a trial of some 17-to-21-year-old students from the local trade school who had formed a civic anti-Communist organization. Two or three of them were sentenced to death; others were given prison terms of from 10 to 15 years.

6. Tuesdays and Fridays were market days on which the farmers came to town in their horse-drawn carts to make deliveries to cooperatives and to sell some of their products on the market. They parked their horse-drawn carts near the athletic field.

7. One could move freely in town. 50X1 noticed that personal documents or identity cards were checked. There was one hotel in town, and 50X1 think that anyone could stay in town overnight, except with friends, without reporting to the militia.

8. Public utility installations were run by the town. The water supply system was adequate and 50X1 all houses in the town were connected to it. 50X1 50X1 s considered potable. nor do the electric current of 220 volts AC supplied all the houses. It was forbidden to use bulbs stronger than 60 watts, electric heaters, and stoves; ironing with electric irons in the evening was also forbidden. There were some periods during which the current 50X1 50X1 50X1 50X1 but only the houses in the center of town and the factories were served by it.

9. There was one post office; it was on Stalina Street. One could mail letters, parcels, or send telegrams without presenting identity papers; to receive registered letters, parcels or money, one had not only to show his identity card but also to explain from where the mail had come and who had sent it.

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10. There was an average of one radio set for every two persons in Dzierzoniow and almost everyone listed to VOA, RFE, or BBC.
50X1 [redacted] a circle of amateur short-wave radio operators,
50X1 sponsored by the Party, had been organized by the employees of the State Radio Factory in Dzierzoniow.

11. Dzierzoniow had one railroad station with two passenger platforms and one freight platform. The following lines served the town:

a. Dzierzoniow-Zabkowice /N 50-35, E 16-48/-Katowice: a double-track line; one train was in operation each day, leaving in the morning and returning in the evening.

b. Dzierzoniow-Niemcza /N 50-41, E 16-51/-Wroclaw /N 51-06, E 17-02/; a single-track line, with two trains daily.

c. There was also a line from Dzierzoniow-Bielawa /N 50-41, E 16-37/ to Zabkowice on which a local train made a daily round trip.

In November 1952 one could buy a ticket without showing any identification. If one were entitled to a reduced fare, an identity card or certificate had to be shown at the ticket window. Passengers arriving in Dzierzoniow were not checked by the militia when leaving the station; they merely had to relinquish their tickets.

12. Dzierzoniow was a road junction and was served by long-distance and suburban busses on the following highways:

a. Dzierzoniow-Swidnica-Wroclaw: first-class, asphalt road, six meters wide; in very good condition.

b. Dzierzoniow-Pietrolesie (about 4 km. west of Dzierzoniow)-Wüstewaltersdorf /N 50-42, E 16-26/-Walbrzych /N 50-46, E 16-17/; first-class, asphalt highway, in good condition.

c. Dzierzoniow-Bielawa-Ebersdorf /N 50-13, E 16-41/ to Ruda /N 50-35, E 16-30/ or to Kladzko /N 50-26, E 16-39/.

d. Dzierzoniow-Zabkowice-Kladzko: first-class, asphalt highway; in very good condition.

e. Dzierzoniow-Niemcza-Strzelin /N 50-47, E 17-04/: second-class highway.

f. Dzierzoniow-Heidersdorf /N 50-49, E 16-52/-Wroclaw: first-class highway.

13. The bus station was in the square near the town hall. The busses running to Wroclaw through Swidnica were new Fiat or Skoda busses and were painted blue. Those on the other lines were mostly old and had yellow tops and red bodies. Every bus had a sign on the front giving the bus's destination.

14. The town did not have a municipal transport system within its boundaries except for about 15 taxis and several horse-drawn cabs. The taxis were mostly old Opels, painted black with a

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yellow band, on which the name of the town and the taxi number were inscribed. There were no meters in the taxis and the fares
50X1 were usually agreed upon by the driver and passenger. five zloty for a trip from the railroad station to my parents' home, a distance of about 2½ km. Traffic in town and on the highways was light.

15. There were no barracks or Army or Air Force garrisons in the town.

ENCLOSURE:

50X1 A. sketch of Dzierzoniow.

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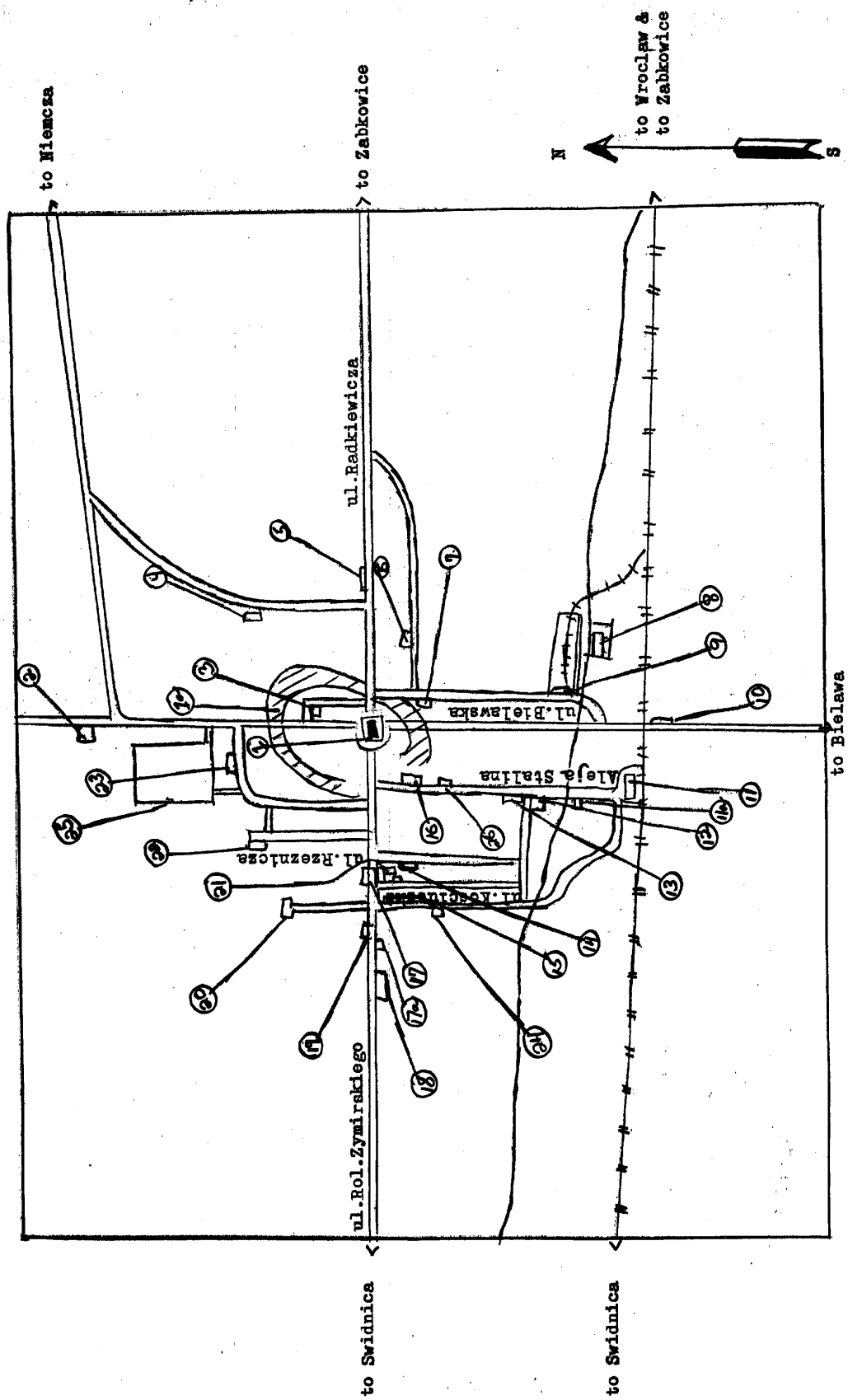
Sketch of Dzierzoniow [N 50-43, E 16-39], Poland

50X1

ENCLOSURE 4



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(All dimensions are approximate)

Point # 1. Town Hall: three-story, white, plastered-brick building; about 20 x 30 m.; the Presidium of County and Municipal National Councils was located here.

1a. Wooded strip: around the center of the town; used as a park.

2. Boys' High School: three-story building in a garden.

3. County and Municipal Citizens' Militia Headquarters

4. County Hospital: four-story, plastered brick building; about 35 x 50 m.

5. Prison and UB Headquarters: a large, red brick building surrounded by a brick wall.

6. Hospital for Infectious Diseases: three-story, plastered brick building; about 30 x 40 m.

7. Beer Bottling Plant: plastered brick building, with a frontage of about 15 m.

8. Textile Factory: several brick buildings in an area about 100 x 200 m.

9. Flour Mill: occupied a large area, about 500 x 1,000 m. and had its own railroad siding; consisted of a large three-story building and several cylindrical grain silos. about four meters in diameter and 15 m. high. Until 1950 this mill was administered by Soviets and the flour produced there was sent in convoys to the Soviet Army in Eastern Germany. In November 1952, the mill was under Polish administration.

10. Textile Factory

11. RR Station: two-story brick building; about 15 x 20 m.

11a. Hotel Polonia: five-story, plastered brick building; about 20 x 30 m. It had a restaurant and dance hall in summer.

12. Clothing Store and Tailors' Cooperative: four-story, plastered brick building; about 20 x 30 m.

13. Cinema: two-story building.

14. Bank: three-story, brick building; about 10 x 50 m.

15. State Radio Factory:(Dolnoslaskie Zaklady Wytworcze Urzadzen Radiowych - DZWUR-T61): It occupied an area about 800 x 1,500 m.

16. Post Office: three-story, red brick building; about 15 x 30 m.

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Point # 17. County Courthouse: two-story, plastered brick building; about 20 x 30 m.

17a. Meeting House (swietlica): for employees of the State Radio Factory.

18. Textile Factory

19. Former Radio Tube Factory (Fabryka Lamp Radiowych); compound of buildings belonging, since 1950, to the State Radio Factory.

20. Iron Foundry

21. Radio Technical High School: three buildings.

22. Municipal Slaughterhouse: covered an area of about 250 x 300 m.

23. Preparatory Industrial Training School for Boys (Szkola Przysposobienia Przemyslowego): two-story, plastered brick building; about 15 x 30 m.

24. Elementary School: three-story building; about 15 x 30 m.

25. Athletic Field and Soccer Stadium: the southern part was used as a parking place for farmers' vehicles.

26. Headquarters of Service to Poland (Komenda Powiatowa Sluzby Polsce).

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